

CALLARD AND BOWSER'S  
BUTTER SCOTCH.  
ST. JOHN'S WORKS, LONDON, W.C.

# Hong Kong Daily Press.

ESTABLISHED 1857.

HONGKONG, THURSDAY, JANUARY 5th, 1894. 五拜禮

號五月正民華中

PRIME 22¢ PER MONTH

THE HONGKONG DAILY PRESS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
NEWS OF THE FAR EAST.  
"HONGKONG WEEKLY PRESS,"  
with which is incorporated  
"THE CHINA OVERLAND TRADER REPORT."  
Subscription, including Postage to any part of  
the World, \$10 per annum.

No. 11,208

號八零百二千一第

日九十二月一十年九十緒光

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**NOTICE**  
Communications respecting Advertisements, Subscriptions, and other business, should be addressed to the Manager.  
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that time the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press.  
P. O. Box 22.  
Telephone No. 12.

**NEW ADVERTISEMENTS.**  
THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the Company, advertised to take place at Noon, To-morrow (Saturday), the 6th inst., at the Registered Offices of the Company, 38 and 40, QUEEN'S ROAD CENTRAL, has been POSTPONED until MONDAY, the 8th inst., at the same time and place.

**NEPTUNE**  
ANTI-FOULING COMPOSITION, AND OTHER MARINE PREPARATIONS.  
"At the lowest computation the Neptune's paint appeared to be twenty per cent. superior to the best paint."  
(Signed) "Wm. C. H. HARRISON," Acting Harbour Master, Hongkong.  
Sole Agents: WOO KEE, (Proprietors), Praya, Hongkong, 5th January, 1894.

**NOTICE.**  
MR. SOOMARBOY MOYSE being about to proceed to Bombay, Mr. GAMAL EL DINE HASAM, assumes Charge of any business from this date, and is authorized to sign the Firm in Hongkong and China.  
EBRAHIMBOY PABANY, Hongkong, 5th January, 1894.

**TO LET, FURNISHED.**  
FOR SIXTEEN MONTHS, FROM 1st APRIL, NO. 3, MOUNTAIN VIEW, THE PEAK. Apply, by letter first, to ALFRED I. MAY, Victoria College, Hongkong, 5th January, 1894.

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to sell by

**PUBLIC AUCTION,**  
ON TUESDAY, the 9th JANUARY, 1894, at 2.30 p.m., at his Sales Room, QUEEN'S ROAD, SUNDAY HOUSE HOLD FURNITURE, &c.

Comprising:—CRIMSON PLUSH COVERED DRAWING ROOM SUITE, MARBLE TOP CENTRE AND SIDE TABLES, GILMINEY GLASSES, PICTURES AND ORNAMENTS, CARPETS AND HEARTH RUGS, SIDEBOARD with Marble Top, DINNER WAGGONS, CHEFFONIER, GLASS BOOK CASE and WRITING TABLES, CROCKERY, GLASS and PLATED WARE, DOUBLE BRASS BEDSTEAD, DOUBLE and SINGLE IRON BEDSTEADS, DOUBLE and SINGLE WARDROBES with Bevelled glass Doors, MARBLE TOP BUREAU with Bevelled Glass, and MARBLE TOP WASHSTAND.  
As Auctioneer,  
J. M. ARMISTEAD, Hongkong, 5th January, 1894.

**PUBLIC AUCTION.**  
THE Undersigned has received instructions from H.M. NAVAL STOREKEEPER to sell by

**PUBLIC AUCTION,**  
ON WEDNESDAY, the 10th JANUARY, 1894, at Noon, at H.M. NAVAL YARD, SUNDAY NAVAL VICTUALLING, and MEDICAL CONDEMNED STORES.

Comprising:—OLD IRON, CHAIN CABLE, PAPER STOPS, RAGS, CANVAS, ROSES, and CLOTHING.  
As Auctioneer,  
J. M. ARMISTEAD, Hongkong, 5th January, 1894.

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to sell by

**PUBLIC AUCTION,**  
ON FRIDAY, the 12th JANUARY, 1894, at 2.30 p.m., at Kowloon Hotel, Kowloon, 2 AMERICAN BILLIARD TABLES, by J. STRAUBE & Co., with BALLS, CUES, &c. Complete.

One FULL SIZE THURSTON 8 POCKET BILLIARD TABLE, with BALLS, CUES, &c. Complete.  
One SET PYRAMID BALLS, BAR, and FIXTURE.  
One EXTENSIVE DINING TABLE, 3 BRASS and ONE IRON BEDSTEAD, MIRROR, PICTURES, &c.  
One AVIARY, 1 TRICYCLE, and 2 JIN-RICKSHAS.  
As Auctioneer,  
J. M. ARMISTEAD, Hongkong, 5th January, 1894.

**TO CONSIGNEES OF OPTICAL CARGO, EX O.S.S. S.S. "FERNUS," FROM LIVERPOOL.**  
SHEWAN & Co., Agents, Hongkong, 4th January, 1894.

**THE Steamship**  
"IRENE,"  
Captain R. Schuler, having arrived from the above Ports on MONDAY, the 5th inst., at 4 p.m.

This Steamship has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.  
For Freight or Passage apply to SHEWAN & Co., Agents, Hongkong, 5th January, 1894.

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR KOBE DIRECT.  
THE Steamship  
"CHINGTO,"  
Captain Innes, will be despatched on TUESDAY, the 9th inst., at 3 p.m.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 4th January, 1894.

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"TELEMACHUS,"  
Captain Barrow, will be despatched on above on WEDNESDAY, the 11th inst.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 5th January, 1894.

**"SHELL" LINE.**  
FOR HAMBURG AND LONDON.  
THE Steamship  
"BULLMOUTH,"  
Captain Scott, will be despatched for the above ports on or about the 30th inst.

For Freight or Passage apply to SHEWAN & Co., Agents, Hongkong, 5th January, 1894.

**NEW ADVERTISEMENTS.**  
FOR YOKOHAMA AND HOGO.  
THE Steamship  
"IRENE,"  
Captain R. Schuler, will be despatched for the above Ports on MONDAY, the 5th inst., at 4 p.m.

This Steamship has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.  
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For Freight or Passage apply to SHEWAN & Co., Agents, Hongkong, 5th January, 1894.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
(Under Mail Contract with the Austrian Government.)  
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE, and GENOA.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, and AFRICAN PORTS.)  
THE Company's Steamship  
"GISELA,"  
Captain F. Kossoroff, will be despatched as above on or about the 11th inst.

Cargo will not be received on board after 3 p.m. prior to date of sailing.  
For further information as to Passages and Freight, apply to C. ZANNEBIA, Agent, Hongkong, 5th January, 1894.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Steamship**  
"GANGES,"  
Captain G. W. Atkinson, carrying Her Majesty's Letters Patent, will be despatched for the above Ports on THURSDAY, the 10th JANUARY, 1894, at Noon, taking Passengers and Cargo for the above Ports.

This Steamship connects at BOMBAY with the S.S. "ORIENTAL," which returns to Hongkong, carrying Passengers and Cargo, leaving that port on the 10th FEBRUARY, 1894.

Silk and Valuable, all Cargo for France, and for the East, (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of this Company's Bill of Lading.  
For further Particulars, apply to H. H. JOSEPH, Superintendant, Hongkong, 5th January, 1894.

**SURPLUS.**  
THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES  
HAS a larger Surplus than any other Life Assurance Company in the world (U.S. Gold \$31,193,315). SURETY, as well as only demand, without loss of dividend-paying power. During the last ten years the EQUITABLE has earned more surplus than any other company in the world. Its returns show larger dividend than any other company in the world. The Largest Surplus in hand.

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**CONDENSED STATEMENT.**  
ASSETS—Gold \$1,933,000,052  
SURPLUS OVER ALL LIABILITIES—Gold \$31,193,315  
ANNUAL INCOME—Gold \$4,028,237,49  
The EQUITABLE shows a return of the premiums paid, with interest at rates between 6 and 7 per cent. per annum.  
To effect Assurances apply to any of the Society's Agents.

**TRANSPORTABLE KEROSENE HEATING STOVES.**  
Tasteful appearance.  
Cheap and Economical.  
Great Heating Power.  
Perfect.  
No Smoke—No Soot—No Dirt—No Danger.  
Sole Agents for China: CHINA EXPORT, AND BANK COMPAGNIE, Hongkong, 5th January, 1894.

**PATENT KEROSENE HEATING STOVES.**  
Tasteful appearance.  
Cheap and Economical.  
Great Heating Power.  
Perfect.  
No Smoke—No Soot—No Dirt—No Danger.  
Sole Agents for China: CHINA EXPORT, AND BANK COMPAGNIE, Hongkong, 5th January, 1894.

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**INTIMATIONS.**  
NEW YORK LIFE INSURANCE COMPANY.  
Funds—\$23,922,000  
NEW BUSINESS FOR 1893 EXCEEDED \$3,521,200  
SURPLUS UNDEVELOPED \$2,517,899  
Life Policies on European Lives and Illustrations showing results of Tontine Policies issued in 1892.  
SHEWAN, DUNN & CO., Agents, in ARNOLD KARBURG & Co., Hongkong, 22nd March, 1893.

**LANE, CRAWFORD & CO.**  
GENTLEMEN'S OUTFITTING.  
WINTER HOSIERY.  
A new stock of the LATEST PARISIAN GRAYES.

**GLOVES.**  
SHIRTS, COLLARS, HANDKERCHIEFS, DRESSING GOWNS, RUGS, CARDIGAN VESTS, BOOTS, SHOES, and HATS.

LANE, CRAWFORD & CO.  
Hongkong, 30th December, 1893.

**CHAMPAGNES.**  
POINTE and GRENON.  
DEUTZ and GELDERMANN—Gold Label.  
BOLLINGER & Co. (extra quality).  
KRUG & Co. Vintage 1893.  
LANSON PERE & FILS (very dry).  
PIPER-HEIDSIECK. Vintage 1893.  
PAUL DOMMIE & Co. (Gold Label).  
PERRET DE LUXE 1894 (White Seal).  
LOUIS REY.  
FRANCOIS FILS & Co.

CALDECK, MACGREGOR & Co., Wine and Spirit Merchants, Hongkong, 27th November, 1893.

**W. ROBINSON & CO.**  
UNDER HONGKONG HOTEL.

**CHEAP IRON FRAMED PIANOS** from \$200—Guaranteed.  
PIANOS for HIRE or MONTHLY PAYMENTS, EXCHANGED, REPAIRED, MOVED, and STORED.

2000 Yds. AMERICAN SONG-PIANO, and DANCE FOLIOS, containing all the latest most popular Music published.

NEW AUTO-HARPS, MANDOLINS, GUITARS, &c. STRINGS, FITTINGS, and MUSICAL SUNDRIES.

**GRANVILLE H. SHARPE**  
OR  
BROWN'S FOUR CROWN WHISKY.

CERTIFICATE OF ANALYSIS.  
"I hereby certify that I have submitted to an exhaustive Chemical Analysis a sample of Old Scotch Whisky received from Mr. Robert Brown, Glasgow, and from the results obtained I can testify with confidence to the great purity of composition and high-class character."  
"I find it to be remarkably free from admixture with Fuel-Oil and all other objectionable contamination, a sufficient proof as to its high degree of maturity and its dietetic value."  
"I can recommend this brand of Whisky as being a thoroughly wholesome, safe, and reliable spirit."  
"GRANVILLE H. SHARPE, F.O.S. Analyst, Late Principal of the Liverpool College of Chemistry."  
SOLE AGENT: H. RUTTONJEE, No. 13, D'AGUIAR STREET, Hongkong, 4th January, 1894.

**THE BANKRUPTCY ORDINANCE, 1883.**  
IN THE SUPREME COURT OF THE STRAITS SETTLEMENTS.  
RE BAN CHIN HONG & COMPANY, IN BANKRUPTCY.

NOTICE is hereby given that on a Petition filed the 17th day of November, 1893, a Receiver of the Bankruptcy of BAN CHIN HONG & COMPANY, and ONS SIN TEK, trading under the shop or style of BAN CHIN HONG & CO., was made by the Court on the 26th day of November, 1893.

Not as is also hereby given that an Order of Appointment of Receiver against the said BAN CHIN HONG & COMPANY, and ONS SIN TEK, Trading under the shop or style of BAN CHIN HONG & CO., was made by the Court on the 26th day of November, 1893.

Dated this 11th day of December, 1893.  
J. E. WILCOX, Agent, Official Assignee.

**THE LATEST NOVELTY IN LIFE ASSURANCE.**  
TERM CONVERTIBLE POLICIES are now issued by the POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE CO., LTD.

The Term Convertible Policies are specially introduced to meet the requirements of professional and business men, and will be found in every case the most convenient form of Life Insurance yet presented to the Public.

These policies are payable in the event of death before age 55, exchangeable for Whole Life or Endowment Policies at the option of the Assured, without further Medical Examination at any time before age 50.

MINIMUM RATES. VALUABLE OPTIONS.  
For particulars apply to R. C. WILCOX, Agent for Hongkong & South China, Hongkong, 4th January, 1894.

**ST. JOHN'S LODGE OF HONGKONG.**  
No. 618, B.C.

**AN EMERGENCY MEETING** of the above LODGE will be held in the Freemasons' Hall, Zetland Road, TO-DAY, the 5th inst., at 5 p.m. for 3.30 p.m. on Monday, the 6th inst., at 7.30 p.m. on Tuesday, the 7th inst., at 7.30 p.m. on Wednesday, the 8th inst., at 7.30 p.m. on Thursday, the 9th inst., at 7.30 p.m. on Friday, the 10th inst., at 7.30 p.m. on Saturday, the 11th inst., at 7.30 p.m. on Sunday, the 12th inst., at 7.30 p.m. on Monday, the 13th inst., at 7.30 p.m. on Tuesday, the 14th inst., at 7.30 p.m. on Wednesday, the 15th inst., at 7.30 p.m. on Thursday, the 16th inst., at 7.30 p.m. on Friday, the 17th inst., at 7.30 p.m. on Saturday, the 18th inst., at 7.30 p.m. on Sunday, the 19th inst., at 7.30 p.m. on Monday, the 20th inst., at 7.30 p.m. on Tuesday, the 21st inst., at 7.30 p.m. on Wednesday, the 22nd inst., at 7.30 p.m. on Thursday, the 23rd inst., at 7.30 p.m. on Friday, the 24th inst., at 7.30 p.m. on Saturday, the 25th inst., at 7.30 p.m. on Sunday, the 26th inst., at 7.30 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The Daily Press.  
HONGKONG, JANUARY 5TH, 1914.

the interest, particularly with reference to the trade routes of Southern China and the prospects of an extension of commerce. There is a general consensus of opinion on the part of the Commissioners writing reports from the Southern ports that the trade is seriously handicapped by the multitudinous taxes and the irregularity of their levy, and the suggestion made in Canton Report that a system of fair and uniform taxation of goods once for all, such, for instance, as has worked so successfully in the case of foreign import, should be adopted, is well worthy of consideration. In Sir RIVERSIDE ALCOCK's treaty, the definition of which was refused by the Chinese Government, it was agreed that imported goods should pay import duties and transit dues simultaneously on importation to be exempt from all other taxes in treaty ports. This provision was objected to by the merchants on the ground that illegal goods would be certain to be levied in the interior and that the payment of transit dues simultaneously with the import duty would effectively be equivalent to increasing the import duty by fifty per cent. Similar objections have been raised to the proposal mooted in early part of last year that like-in the Yangtze provinces should be commuted to a payment of six per cent. at the same time as the import duty was collected, with an additional one or two per cent. if the goods were to be sent into other provinces. There can be no doubt, however, that if such an arrangement could be effected and were strictly observed by China it would result in a large expansion of trade. Under the present system, it is not only the weight of the taxation, but the delay and uncertainty it occasions, that hamper commerce in his operations. Mr. C. C. CLARK, of Lungchow report, says that "a year ago there were fifteen or sixteen tax stations between Canton and Nanning. Commerce is superfluous." Discussing the prospects of the Lungchow railway, Mr. ALCOCK says it is possible that with freight taxes as they now are Lungchow will be the port of entry for the Nanning trade, and even possible that the trade of Northern Yunnan will shift from Nanning to Lungchow, but that a change in taxation will wipe out all the advantage Lungchow has. The like tax taxes between Pakhoi and Nanning on cotton yarn, for instance, amounting, he tells us, to nearly as much as combined sea, river, and railway freight from Hongkong to Lungchow, will be completely the route through Pakhoi to be completed with the Pakhoi route. He

The Canton Report— to which Mr. ROBERTS, the Commissioner, says he has been unable to contribute owing to illness and pressure of work, and which has been compiled by Mr. Deputy Commissioner URYWY, assisted by the members of the Canton staff—contains the following pregnant passage:—“Though the history of the locality during the decade affords no certain indication of what its future is, it is not difficult to foresee that this commercial prosperity of the district will mainly depend on the development of the West River as a trade route. This route is the natural channel for the interior commerce of the southern portion of the Empire, but its advantages have so far, been neutralised by heavy and harassing taxation. If this policy is persisted in, the rival routes now being pushed by the French through Tonkin, and, in a less degree probably, the projected lines through Burma, will infallibly divert from the Kwangtung province a large portion of the interprovincial traffic which it now controls, and deprive it of any share in the trade that may result from the development of Kwangsi, Yunnan, and Kweichow. It has been proposed to construct a railway from Pakhoi to Nanning, and, again, to make Wuei-ow-fu, in Kwangsi, a treaty port; but it is doubtful whether either of these schemes is of pressing importance. It would be sufficient for the present, at all events, to do away with the cordon of Ekin stations that line the West River, and adopt a system of fair and uniform taxation of goods once for all—such, for instance, as has worked so successfully in the case of foreign opium.”

that he has underrated the importance of the opening of Wuchow. Elsewhere in the report he refers to the use of steam-boats for towing purposes. In spite of the heavy fees charged (in some instances as much as \$1,000 annually), the use of steam-boats, he says, has developed considerably, and he attaches a map illustrating the extent and direction of inland steam traffic between 1891. This great demand for steam-boats for towing passage boats in the immediate neighbourhood of Canton is the boon to the provinces that, on the opening of the river to general steam navigation as far as Wuchow would be, there are, therefore, two points which should be pressed on the Chinese Government by the Foreign Ministers, first, the opening of the West River to steam navigation, and, second, the adoption of a uniform and equitable system of taxation. The opening of Wuchow would be a great advantage, and would inevitably result in a large development of trade, and as the opening of Ichang did in the case of the Yangtze river, and, more recently, the opening of Chungking; but the development of the trade would be still a factor if the goods could be distributed from that point under an equal and reasonable system of taxation, instead of under the present squeeze system. Even where the transit pass system is in force, it is not based on goods on arrival at their destination.—The legality of this has unfortunately been recognised by the Foreign Ministers, and it is hopeless now to expect the abolition of the obnoxious impost except by a compromise similar to that arrived at, with regard to opium. Referring to the working of the Opium Agreement, the writer of the report says:—"The smothering with which we go through a change in the method of taxing the drug was introduced and enforced was little short of marvellous. It is an absolute uniformity of taxation at all points that ensued, and the immunity from delays and charges conferred by the transit pass under the new system, must have greatly facilitated the trade."

about 1 1/2, 18 per cent. In reference to  
the "preventions from the Inspec-  
tor-General of Customs, this was promptly  
refuted from Peking. The incident is only  
worth mentioning here as an illustration  
of the efficacy of such an arrangement,  
in mitigation of all quarrels, as has been  
admitted as concerning opium." Whether  
it would be altogether a fixed sum in com-  
pensation for payment of a fixed sum at the same  
time that the import duty was collected  
is a doubtful question, open to some question, for  
the local authorities to levy seizures, as in  
the case of opium in 1890, and the "energetic  
representations" which proved fatal to that  
policy might possibly not prove equally  
effective on another occasion or might even be  
regarded altogether as regards the Inspector-  
General of Customs if the position, happen-  
ing to be held by some one less vigorous  
than the present incumbent. But  
never may be said as to compounding for  
the same, there can be no difference of opinion  
as to the importance of endeavouring to secure  
the removal of the benefit of the transit pass  
as provided for by treaty, by which  
goods are freed upon arrival at their  
destination. On this point the Canton  
Commission contains the following passage:  
"together, the experiences of 1891 seem to  
confirm with certainty that under the  
restricted transit pass privilege a  
striking development of the trade  
in this district would take place. Dis-  
cussions in Hunan and Kiangsi which  
now prevent their foreign goods from the  
transit pass would infallibly draw them  
thither, cheapened—from Canton; Eastern  
China, too, would be completely inde-  
pendent of the Red River route. It is  
possible not to regret that so promising  
a prospect should be viewed with disfavour  
by the inland-revenue officials. The de-  
struction of the purse, however, are notorious,  
and it is perhaps too much to expect that a Treaty rule which suddenly  
creates a standing source of revenue  
without providing an adequate equivalent  
will escape the evasions which its  
terms seem expressly to invite in  
"case in point." But it ought not  
to be beyond the power of the

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